

# DIME NOVEL ROUND-UP

A magazine devoted to the collecting, preservation and literature of the old-time dime and nickel novels, libraries and popular story papers

Vol. 57 No. 5

October 1988

Whole No. 593

## EUSTACE ADAMS' ANDY LAND SERIES

By David K. Vaughan

Daisy Library No. 3

Price 5 Cents

### THE MAN IN BLACK

BY STANLEY J. WEYMAN



STREET & SMITH PUBLISHERS, N.Y.

DIME NOVEL SKETCHES #233

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Publisher: Street & Smith, 232-238 William St., New York, N. Y. Issues: 33 (Highest number seen). Dates: Dec. 17, 1897 to July 29, 1898. Schedule: Weekly. Size: 7 3/8 x 5" (early issues), 7 x 5" (later issues). Pages: 85 to 125. Price: 5 cents. Illustrations: Designed pictorial cover in one color. Contents: Popular novels of the day by standard authors.

## EUSTACE ADAMS' ANDY LANE SERIES

By David K. Vaughan

(Continued)

When they arrive at Hook Island, they first encounter Brewster's aircraft and then a hurricane, which effectively destroys Brewster's aircraft and nearly incapacitates theirs. However, by operating their engines so as to avoid being blown into the sea, they ride out the hurricane and eventually return to Long Island with the gold and Brewster. The tale is noteworthy for its fine account of autogyro operations and for its vivid account of the forces of a hurricane. Any time the crew is trapped by emergency conditions about which they can effect no immediate cure, they eat, and eat well, thanks to Sam Allen's good cooking. Andy Lane and his crew are among the best-fed characters in juvenile series fiction.

In the *Plane Without a Pilot* (1930), Andy Lane returns to an adventure featuring the next in the series of basic Apex aircraft, The Apex No. 5, or the Apex Diesel. In addition to the four new diesel engines, the Apex Diesel has another new development, an autopilot (known as "Iron Mike"). When they were first developed, diesel engines were thought to be an IMPORTANT contribution to aircraft design because they operated more simply than normal aircraft engines. But because they had to withstand greater internal pressures resulting from the detonation of diesel fuel, they were also heavier than standard engines, and never were seriously included in aircraft design. The invention of the autopilot, however, was a different story, for the gyro-operated aircraft stabilizing device allowed the pilots to relax while flying the aircraft and enabled them to focus their attention on other aspects of aircraft operations.

Initially, Andy Lane and his crew are tasked to fly the Apex Diesel from Mineola to Richmond, Virginia, where they intend to demonstrate the aircraft to a potential buyer, Borokoff. Posing as a business, Borokoff is

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actually a Russian Communist who intends to steal the aircraft. After Joe Lamson and Sam Allen step out of the aircraft at Richmond, Borokoff knocks Andy Lane out and takes the aircraft off with Andy still aboard. In the subsequent struggle Andy and Borokoff fall out of the aircraft; fortunately, Borokoff is wearing a parachute, which supports both and they land in the James River. Andy quickly returns to the Richmond airport, where Joe and Sam have obtained another aircraft, and together they pursue the Apex Diesel, which is flying on a westward course under the guidance of the autopilot. Andy successfully falls onto the wings of the Apex Diesel over southern Ohio (at night) and regains control of the aircraft. Joe and Sam transfer later from a refueling aircraft over St. Louis; they then proceed to the site of an active volcano on the border between Mexico and Guatemala where they rescue twenty-two natives from an invasion of hot lava. Why Adams decided to omit Brewster from the story in favor of Borokoff is not clear. Current interest in central and south American areas apparently was responsible for the concluding events of the story.

With **Wings of Adventure** (1931), the action centers once again on a new kind of flying machine, in this case a "flying wing". The Flying Wing is powered by four diesel engines, but they are enclosed within the structure of the wings, thus simplifying engine maintenance. The aircraft also features retractable landing gear, a recent aeronautical invention, and plush staterooms with baths. The aircraft offers the most complete airborne environment to be seen in the series, rivaling Jules Verne's "Nautilus" for completeness and sufficiency.

Andy Lane flies the Flying Wing across the Atlantic and then down the continent of Africa to Cape Town in a successful effort to win a lucrative British airline contract. Once again he crosses paths with his nemesis, Herbert Brewster, who is in competition with the Apex team. As a result of Brewster's sabotage, the Apex crew is forced to land in the Sahara in a sandstorm, where they fend off an attack of Bedouins and repair their aircraft. En route to Cape Town they rescue Brewster, who has crashed in the jungle in south central Africa, then return him to the jungle again when he damages one of the aircraft's propellers. A new character appears in this volume, Jinx, Sam Allen's pet monkey; whenever the plot lags, Jinx becomes involved in altercations with Andy's dog, Scotty.

The eleventh book, **Across the Top of the World** (1931), provides one of the most realistic sequences in the entire series, as Andy and his crew survive in the snow-covered wastes of Greenland. They are brought to this predicament, not surprisingly, though the nefarious



that there is "revolution in China". Andy Lane and his crew attempt to deliver a new Apex aircraft to President Ling Foo of the Chinese Republic, although they have been warned against the attempt by Colonel Yen Sen of the Cantonese Army, who tells them that Herbert Brewster, now a colonel in the Cantonese Army, intends to sabotage the flight.

Andy and his crew attempt to expedite delivery of the aircraft to the Chinese Republic by flying over the North Pole. But they are forced to land in a blizzard in Greenland after a bomb planted by one of Brewster's agents starts a fire in the radio compartment. The crew survives for four months in primitive conditions until they are finally sighted by the British airship *Britain*, whose crew help them dig out the Apex, thaw it out, and launch it on its way to China. During their period of imprisonment in the snow, the crew displays reasonably realistic behavior for people caught in that situation. It is one of the most realistic descriptions of stressful situations in the series; it is clear that Adams had read in detail of the experiences of arctic and antarctic explorers, for the names of Andree, Nobile, Byrd, Amundsen, Ellsworth, Wilkins and Eielson are specifically mentioned in the narrative.

Although the apex aircraft in the story displays a number of new features, such as retractable landing gear and a spare diesel engine, none of the features are necessary to plot developments and are largely secondary to the primary story of survival. Once again, Adams provides good descriptions of flying over Canada, flying in a blizzard, and crew reactions to an in-flight fire. In this story, also, there is a pervasive sense of unrest and turmoil in the world that gives the survival story additional impact and significance. The final volume in the series, *Prisoners of the Clouds* (1932), returns the action to Adams' more typical mode of operation--fantastic romance. In the story, Andy and his regular crew test fly a "small, all-metal airship," which they call "the Tin Blimp", on a cruise down the east coast of the United States to Florida, Cuba, and central America for an unnamed purchaser. On their way to the Gulf of Mexico, they hear that old friends of the Apex Company, the Curtisses, have been reported missing on an excursion into the jungles of central America. The Apex crew discovers that the Curtisses are being held for ransom by Herbert Brewster, and through the mobility of the airship, they are able to intercept the Brewster crew. During the rescue attempt, a sudden tropical storm springs up, which carries off the airship with Andy and Sally Curtiss aboard, damaging both its propellers in the process.

As the powerless airship drifts out of control, Sam Allen ties a new propeller to his back, stands on the top



wing of an amphibian piloted by Joe Lamson, and grabs hold of a rope from the airship just at the instant that Lamson flies the aircraft at the top of a near-stalling climbing maneuver. Sam affixes the substitute propeller moments before the airship is about to drift into a mountain peak. Although the physical feats of a chubby Sam Allen verge on the incredible, the story is filled with exciting action throughout. There is also just a hint of romance between Sally Curtiss and Andy Lane, but she is more important to the story as a crew member than as a romantic interest. The Curtisses had appeared in two earlier volumes, *Racing Around the World* (1928), and *Pirates of the Air*, (1929), but had disappeared entirely from the story lines for two years. A permanent romantic relationship probably would have severely complicated the stories, for either a chaperon or marriage would have been socially necessary, and neither alternative seems suitable.

There is no indication in *Prisoners of the Clouds* that it was the final episode in the series. As far as Andy Lane and his crew knew there were more aircraft and more adventures awaiting them. By 1932, however, the market for aviation adventure stories was disappearing partly as a result of the effects of the depression, partly as a result of a general wearing off of the excitement of flying, and partly as a result of increasing tensions in the world. Eustace Adams was not out of work, however, for he had been commissioned to prepare three books for the Grosset and Dunlap Air Combat series, *Doomed Demons* (1935), *War Wings* (1936), and *Wings of the Navy* (1937). In addition, he had written several other books and had been increasingly successful in selling stories to periodicals, especially *Argosy* and *American Magazine*. According to *Reader's Guide*, Adams' stories appeared in over twenty issues of *American Magazine* from 1932 through 1941 (see appendix). The last Adams entry in *Reader's Guide* is a story in *Collier's Magazine* in March of 1949.

The Andy Lane series survives as Adams' most significant contribution to American culture; all in all, it is a worthy monument to his talent and to an important period in American history. The Andy Lane books are characterized by fast-paced action, technical accuracy, and a genuine feel for the experiences of flight. Although Adams occasionally includes super-human feats of agility and endurance in his characters, they enhance the action, and the feats of his heroes are not unlike similar unrealistic achievements of fictional heroes of our period, in characters created by Sylvester Stallone, Chuck Norris, and Arnold Schwarzenegger.

In conclusion, I would like to suggest that Adams' use of Naval tradition in the narrative provides a number of appealing aspects. In the first place, the numerous characters present in the Apex aircraft offer an



opportunity for simultaneous developments in story action. But more importantly, because the Apex aircraft functions much like a naval vessel, with Andy Lane as the benevolent captain, the stories occasionally take on metaphoric significance as the crew comes to represent a miniature human society working out its course through the adversities of experience. The travels of Andy Lane's Apex aircraft are suggestive of other thematic voyages undertaken by socially significant crews in other literary or artistic works, such as Ahab's *Pequod* (in *Moby Dick*), Nemo's *Nautilus* (in *Twenty Thousand Leagues under the Sea*), Captain Kirk's *Enterprise* (in *Star Trek*), or the submarine crew in *Das Boot*. In Adams' stories the airplane becomes a symbol of superhuman achievement and success, and he captures the fundamental essence of the pleasures and the dangers of flight.

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Mar 36 Apr 36 Jun 36 Aug 36 Jan 37 Jun 37  
Oct 37 Feb 38 Nov 39 Feb 40 May-Aug 40 Jun 41  
Jul 41 Feb 44 Aug 44 Nov 44 Aug 47 Feb 48
- Pictorial Review: Oct 36
- Saturday Evening Post: 14 Dec 46 9 Oct 48

Collier's Magazine: 26 Mar 49

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## MATRIX OF EVENTS FOR EUSTACE ADAMS' ANDY LANE SERIES

NO.	TITLE AND DATE	NATURE OF ADVENTURE
1	Fifteen Days in the Air (1928)	Record Endurance Flight
2	Over the Polar Ice (1928)	Nonstop Flight to South Pole
3	Racing Around the World (1928)	Race around world, \$75,000
4	The Runaway Airship (1929)	Rescue of British Airship
5	Pirates of the Air (1929)	New York-London air service via flight platform
6	On the Wings of Flame (1929)	Rocket Plane to Amazon
7	The Mysterious Monoplane (1930)	Transatlantic passenger flight attacked by gas
8	The Flying Windmill (1930)	Autogyro and buried treasure
9	The Plane Without a Pilot (1930)	Autopilot theft and rescue of natives from volcano
10	Wings of Adventure (1931)	Transatlantic & Africa flight
11	Across the Top of the World (1931)	Crash landing and survival in Greenland
12	Prisoners of the Clouds (1932)	Airship test flight to Gulf of Mexico and Belize

END

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## RETROSPECTIVE NOTES

### By A Literary Detective

In many conversations with the editor of DNR, I have been urged to document my findings on previously published material relating to dime novel authors and publishers as I come across new information. Here, then, after some slight arm-twisting is the first of what I hope to be a series of notes which will appear periodically in DNR for the benefit of all those interested.

#### NO. 1; GEORGE ALBANY

In the biographical section of the monumental work **THE HOUSE OF BEADLE AND ADAMS**, Prof. Albert Johannsen noted what little biographical details were then available concerning the author, **George Albany**; viz.; that the name was a possible pseudonym for Joseph E. Badger, Jr. or that it once belonged to either Joseph A. Nunes or Judge Daniel P. Thompson. Johannsen did not appear to have put much stock into any of the above suppositions.

However, one further name which may hold more credence than the above names must be put forth. This observation is based on an advertisement that I recently encountered during the course of some of my other researches.

In the **New York Daily Tribune**, April 19, 1859, there appeared an advertisement for the forthcoming serial story to appear in the **The New York Mercury** for April 30, 1859. The story was advertised as follows:

"The **New York Mercury** for April 30 will contain **The Swamp Fox**; or, **The Rebel Rifleman**. A Tale of the Times and Feats of Marion, by **George Albany**, author of '**The Orange Girl of Venice**', '**The Swamp Steed**', '**Rube, the Ranger**', etc.'"

Deciding to check out all the above works in Lyle Wright's **American Fiction, 1851-1875**, it became evident that the titles "**The Orange Girl of Venice**" and "**The Swamp Steed**" were authored by Dennis Harrigan. The title "**Rube, the Ranger**" did not appear in Wright since it appeared in book form in a publisher's series which is omitted from Wright's listings.

So Dennis Harrigan may well be the real name behind the pseudonym "**George Albany**". There now remains some research to be done on Dennis Harrigan. The **National Union Catalogue of Pre-1956 Imprints** does not list any birth or death dates for him.



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**MORE ALGER SHORT STORIES**

Compiled by Stanley A. Pachon

**UNDER HIS TRUE NAME 'HORATIO ALGER, JR.'****Ben's Atonement,**

Golden Moments, June 1902, Vol. 23 #5 (268)

**A Brave Irish Lad**

New Buffalo Bill Weekly, #14, Dec. 14, 1910

**The Clifton Mortgage**

New Tip Top Weekly #56, Aug. 23, 1913

**The Fallen Bridge**

Happy Hours, Aug. 20, 1893, Vol. 15 #8 (243)

Vickery's Fireside Visitor, Sept. 1, 1893, Vol. 19  
#23 (341)**John Beckwith's Reverses**

Fifteen Complete Novelettes #52, October 1897

F, N&lt; Lupton, Publisher

**The Little Drummer Boy** Anonymous

New Nick Carter Weekly #711, Aug. 13, 1910

**Margaret's Test**

Happy Hours, Mar. 15, 1892, Vol. 13, #22

**Mrs. Cordner's Reformation**Vickery's Fireside Visitor, Dec. 1, 1893. Vol. 20  
#5 (347)**A Narrow Escape**Vickery's Fireside Visitor, Aug. 1, 1883. Vol. 10  
#15**One Good Indian**

Tip Top Weekly #812, Nov. 4, 1911

**Outwitting a Tyrant**

People's HOME Journal, Apr. 1892. Vol. 7 #4

**Philip Allison's Lesson**Vickery's Fireside Visitor, Sept. 1, 1892. Vol.  
18, #23 (317)**A Test of Character**

Happy Hours, May 1899. Vol. 21, #1

**Who Shall Win?**The Home Companion for Boys and Girls. June 11,  
1881. Vol. 7 No. 24**UNDER PSEUDONYM "CARL CANTAB"****The Burgomaster and the Artist**

True Flag, Feb. 3, 1855, Vol. 4, #15

**Kate Raymond; or, Setting One's Cap**

True Flag, July 8, 1854, Vol. 3, #37

**The Lottery Ticket. An Old Story in a New Dress**

True Flag, Feb. 11, 1854, Vol. 3, #16

**Maid or Widow; or, How Miss Brinblestone Got Married.**

True Flag, June 10, 1854, Vol. 3, #33



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**Mated at Last; or, A Bold Stroke for a Husband**

True Flag, Sept. 2, 1854, Vol. 3, #45

**Pistols for two; or, The Mock Duel**

True Flag, Aug. 9, 1854, Vol. 3, #43

**Private Theatricals; or, Ben Bolton's First Appearance**

True Flag, May 6, 1854, Vol. 3, #28

**Triptolmus Trepid; or, The Modern Gilpin**

True Flag Dec. 23, 1854, Vol. 4, #165

**The Unlucky Parrot; or, How Nancy Stratton Lost Her Lover**

True Flag, July 1, 1854, Vol. 3 #36

**UNDER PSEUDONYM "CHARLES F. PRESTON"****The Galley Slave. A Tale of Brest**

The Wide World, Nov. 28, 1863, Vol. 4 #5

**Uncle Frank's Valentine Poem**

True Flag, Feb. 17, 1855, Vol. 4, #17

**What Came of a Valentine**

Frank Leslie's Ten Cent Monthly, May 1863, Vol. #4

**UNDER PSEUDONYM 'CAROLINE F. PRESTON'****Advertising for a Wife and What Came of It**

The People's Ledger, May 10, 1873, Vol. 2, #19

**Country Boarding**

Yankee Blade, Sept. 15, 1888, Vol. 48, #2533

**Bob's Comforter**

Waverly, Apr. 19, 1873, #16

**POEMS BY HORATIO ALGER, JR.****Apple Blossoms**

Boston Evening Transcript, May 25, 1860, Vol. 31  
#9228

**The Confession**

Harper's Weekly, May 1, 1851, Vol. 2, #70

**A Valentine**

Dodge's Literary Museum, Mar. 18, 1853, Vol. 6, #15

**SERIALIZATIONS BY HORATIO ALGER, JR.****Successful Paul; or,, The Fortunes of a Young Street Merchant**

Sunshine for Youth, Oct. 1903 to May, 1904. Vol.  
17, #9 (313) to Vol. 18, #4 (320)

**THE END**

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Send \$1.00 for list of dime novels for sale. \$1.00 will be refunded with first purchase. Edward T. LeBlanc, 87 School Street, Fall River, MA 02720



## BIBLIOGRAPHIC RAMBLES

By Peter C. Walther

EDWARD STRATEMEYER

Those of us who enjoy reading the juvenile novels of our favorite authors know for a fact that they often used historical events as a backdrop for their vigorous plots. Sometimes as was the case with "Oliver Optic's **Army and Navy Series** an author was dealing merely with current events while in other instances he would delve into history already centuries old. Henry being a good example. Oftentimes we are caught up in the ebb and flow of the exciting plots but do we ever pause to examine the historical accuracy of the material we are reading, and how careful are these authors in dealing with the real-life scenes and personages they describe? Let's lend a critical eye for the moment to Edward Stratemeyer in his use of historical material in dealing with the Cuban theater of the Spanish-American War and see if he did indeed "instruct as well as entertain."

After the sinking of the **MAINE** in Havana harbor on February 15, 1898 relations between the United States and Spain gradually worsened and Congress formally declared war on April 25. It took only four months of combat in Cuba before a cease-fire was declared on August 12. During that time there were two major confrontations: the capture of Santiago (June 22-July 17) which included the now legendary ride up San Juan Hill by "Teddy" Roosevelt and his Rough Riders, and the destruction of the Spanish fleet under Admiral Cervera on July 3 at which time Admiral William T. Sampson cabled to Washington: "The fleet under my command offers the nation, as a Fourth of July present, the whole of Cervera's fleet." The two books by Stratemeyer dealing with this material are volumes 2 and 3 of the **Old Glory** series.

In **A YOUNG VOLUNTEER IN CUBA** we are concerned with Ben Russell and his friend Gilbert Pennington. They join the army to do their fair share for Uncle Sam and accordingly spend all their active duty on land, participating in the invasion of Cuba and the ride up San Juan Hill. The book takes us from the end of April 1898 right when war is declared to the end of the conflict, July 3. We meet Theodore Roosevelt (in fact A. B. Shute does a pretty good likeness of him in the frontispiece) and read about many locations which I'm sure were making headlines in the contemporary press. Stratemeyer is quick to assure us in the preface of the accuracy of the historical portions of the book but his citations are rather vague and certainly wouldn't pass muster for a college term paper on the subject. However the last thing



his boy audience wanted was a bibliography so we certainly cannot fault him for that. Even though I would find it difficult to locate the specific sources the author used, still in a book of this nature one can be too academic and I feel Stratemeyer played fair pool with his readers. After all one would only have to pick up the daily newspaper to disprove him!

In **FIGHTING IN CUBAN WATERS** we spend most of our time with Ben's brother Walter on the high seas as the title implies. He joins the fray as a sailor to become personally involved in the destruction of Cervera's fleet by book's end. The story's time frame is identical with its companion volume, beginning on May 1 and ending July 3. There really isn't that much for Walter to do except to be sure to be on hand for the grand finale in Santiago harbor; so to make up for it Stratemeyer includes scenes at the Charlestown Navy Yard, a glimpse of President McKinley in Washington, the sinking of the **MERRIMAC** and a personal view of Commodore Schley all of which are of historical documentation. Talk about "being there!" Besides which Stratemeyer devotes four chapters to the final onslaught with Cervera's fleet to end his story with a Bang! (forgive the pun). Walter sees all this action on the Commodore's flagship **BROOKLYN** and the reader doesn't miss one detail. Once again the author's historical sources leave something to be desired as he doesn't mention any specific titles in the preface; I even opt that he made a slight blunder when he states "also the personal narratives of one man who was on board the **MERRIMAC** at the time that craft was sunk" but doesn't even give his name. Didn't he think his readers would like to know? But for the same reasons given above this book is not a disappointment and does not play games with the facts as far as I perceive them. It certainly beats reading an encyclopedia or a history book, and with the added thrills it makes for a good juvenile.

I realize this is all rather superficial yet I feel some similarities can be drawn between the two volumes. If anything Stratemeyer was too careful to give us a lot of historical background and the events leading up to them so that the boyish adventures of the hero are somewhat diminished in their importance. It almost seems that the author tries to give us too much but in my opinion that is not a defect. The historical portions read very well and can certainly grab a reader's attention today when most of the participants in the events are now beyond the pale of human remembrance. Both books begin with an adventure involving a villainous character in the hero's home turf (Ben with Uncle Job in New York and Walter with Deck Mumpers in Boston) followed by a general working out of background information relative to the historical encounters to come. We then have a rousing adventure with the hero once he arrives at his destination followed by

the final coup-de-grace which ends the tale. These adventures read almost like Dime Novels in the true slap-and-dash style Stratemeyer was so good at. Let me point them out to you as they can be read separately from the rest of the story and enjoyed with great gusto. Ben has some adventures with the insurgents in chapters 18-24 and Walter meets a rebel spy in chapters 17-23. Stratemeyer certainly enjoyed his finest hour in these parts; they are well written, fast paced and almost breathtaking in their logical development. It was almost like an apology to his audience for not being able to include more of the same.

We may fault Edward Stratemeyer as an objective historian but we must praise him as a juvenile novelist using historical backgrounds. Very few could do it better.

THE END

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LETTERS

Dear Mr. LeBlanc:

I may have mentioned in one of our telephone discussions that Mr. Hurd's (Willis) Verne collection went to the Library of Congress in 1961. However, Mr. Hurd's correspondence and manuscripts disappeared. In the October 1934 issue of the Roundup, Mr. Hurd wrote that he had upwards of 1,000 paper covered novels. Do you know if perhaps one of your fellow collectors might have acquired such items from Mr. Hurd's estate? I have exhausted all other leads in trying to track down the lost Hurd material.

Sincerely,  
Stephen Michaluk, Jr.,  
122 Whitmoor Terrace  
Silver Spring, MD 20901

To all members of the Happy Hour Brotherhood:

The "Horatio Alger Society" is planning the Twenty-fifth consecutive annual convention, which will be in Chillicothe, Ohio, May 4, 5, 6, 1989.

You do not have to be a member of the HAS to attend this upcoming convention. As a non-member you may participate in the entire program by pre-paying the convention registration fee. One of the features of the HAS convention will be the opportunity to buy, sell, and/or trade not only Alger's but other series books and related trivia.

You are invited to become a member of the HAS, whose purpose is "To promote interest in and knowledge of this eminent American author, and to encourage the spirit of 'Strive and Succeed'".

For more information and/or an application for membership in the HAS write to:

Carl Hartmann, Secretary, 4907 Allison Drive, Lansing, MI 48910



Dear Eddie:

Saw where 3 more members of the HHB passed on. Apparently no one told you of the death of another long time member--Wallace Waldrop--of Taylors, S. C. Wallace died on April 30, 1988. He passed away on his 80th birthday. I had traded with him since early in the 1950's. A very fine gentleman. I miss very much.

Richard Minter  
P. O. Box 4324  
Eden, N. C. 27288

Dear Eddie:

A problem which I hope you can help solve is to obtain a copy of the first appearance of Alger's **Friar Anselmo, A Medieval Legend** which appeared in the August 5, 1872 issue of **The New York Weekly**. It may or may not be anonymous, Gardner does not state, but could be it appears in the same issue with the start of Alger's **Brave and Bold**, according to Gardner.

If I remember correctly, Paul Miller told me some time ago that you were doing some research on **New York Weekly** serials and I hope you can either procure for me or know where I can purchase a reproduction of the page from the August 5, 1872 **New York Weekly** which shows the poem and the **New York Weekly** masthead and date to prove Alger's first presentation of his apology for the trouble at Brewster. Of course, I will be happy to pay whatever this entails. The form can be the issue itself, a photograph of the page, or an microfilm, or any other black and white copy that contains the two factors.

Sincerely,

Jack Barker, 8260 Jett Ferry Road, Dunwoody, GA 30350

**RECENT ARTICLES CONCERNING DIME NOVELS, SERIES BOOKS, ETC. AMERICAN COLLECTOR'S JOURNAL**, September 1988 **The World of Series Fiction**, by Gil O'Gara. A well illustrated article on the status of series book collecting.

**WILSON LIBRARY BULLETIN**, April 1988. **The Pleasure Reading Books of Yesteryear**, by Millicent Lenz and Gillian McCombs. A review of the series book and juvenile collection at the State University of New York at Albany. Illustrated with a **Stratemeyer Old Glory Series** cover. (Sent in by Jack Bales)

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#### WANTED

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Moving Picture Boys Series (Appleton) #9 On the War Front  
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I have just heard the sad news that Julius "Bob" Chenu died Sept. 16, 1988. This was quite a blow as correspondence had been received from him in the very recent past. Mr. Chenu was the foremost collector of boys and girls series books in the world. I hope there is time for book collecting in heaven.



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